

BMHA Newsletter



BICYCLE MOBILE HAMS OF AMERICA

Volume 10, Number 2

Apr/May/Jun 1999

HAMVENTION '99!

Hilly 100 Ham Crew Tells All at Tenth Annual BMHA Forum

Our Forum at HamVention continues the tradition of being the annual gathering of BMHA members. Once again we meet some of our old friends, make new ones, and learn how to make our bicycle communications more effective.

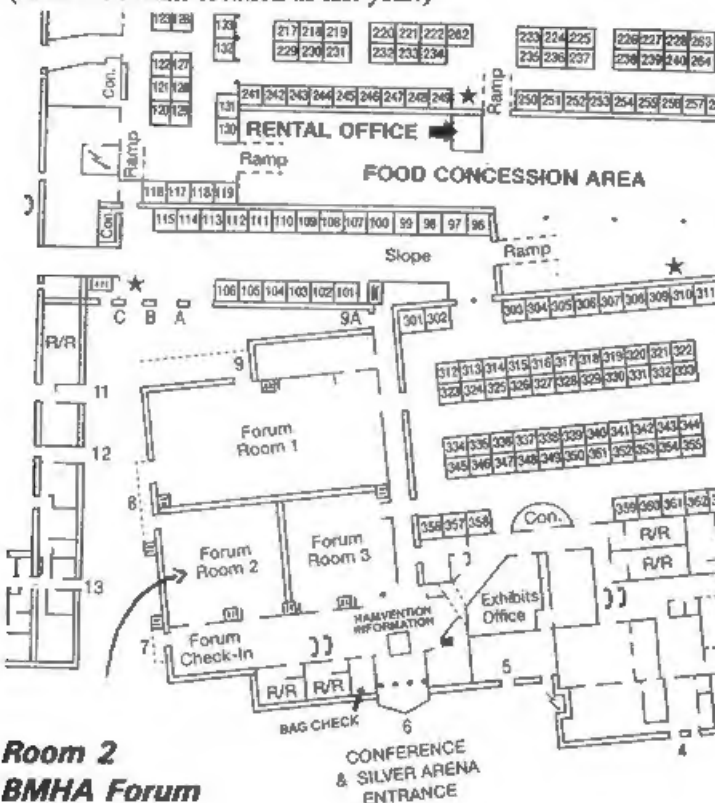
This year's Forum features the Hilly Hundred Communication Crew, headed by Barbara Anderson, N9XSS, Director of Communications for that event. As many of you know, the "Hilly" is a two-day super ride that has attracted 5,000 riders annually to the hills of Southern Indiana for over 30 years.

Date: Sunday, May 16, 1999

Time: 08:15 to 09:45

Location: Room 2

(This is the same location as last year.)



Moderator: Mike Nickolaus, NF0N

Here's the lineup:

08:15 - 08:45 Welcome, announcements, handouts.
---Hartley, NA0A, and Jean, N0EOX, Alley

08:45 - 09:35 "Providing Communications for the Hilly Hundred's 5,000 Riders, or... 'You Need WHAT?!'"

"It's not the medical emergencies, it's the 1001 other things!"
---Barbara Anderson, N9XSS

"Beyond 2-Meters"
---Stu Sherfick, W9HRZ

"A rubber ducky just doesn't cut it!"
---Dave Gerbig, WB9MZL

09:35 - 09:45 BMHA Bike Ride report, and informal session
---Jim Gumbert, NC8Y, and Mike Nickolaus, NF0N

Unfortunately, the HamVention only allowed us an hour this year for our formal Forum program. We could really use 3 hours or more as we have so much to tell. With this time constraint in mind, we suggest you arrive at 08:15 for a half hour of "visiting" before the main program begins.

Immediately after the Forum let's move en masse, as we did last year, to the Food Concession area (see diagram this page) for coffee and an additional informal get-together.

---Mike Nickolaus, NF0N, Forum Moderator

316 E. 32nd St.

E-mail: menicko@avalon.net

So. Sioux City, NE 68776

BMHA's Eighth Annual Bike Ride

Saturday May 15, 1999

Tipp City Park

Tipp City, Ohio

Start Time: see below

If you're planning to be at the Dayton Hamvention this year, plan on coming to the BMHA ride. This year's ride will again start from the park in Tipp City, Ohio, about 15 miles north of the Hamvention. You can bring your bike and go on the ride—it's more like a two or three hour club ride than a major tour. OR...you can bring a QRP rig and set up a BMHA special event station, or just picnic in the park. If your (continued on next page)

bike can't make it, our friends at Tipp Cyclery will again have bikes available for rental. This annual event is a great chance to meet your fellow BMHAers and check out some of their bike-mounted rigs.

The start time will probably be around 3:30 PM (although if any conflicting events come up, it might change—see below.) We've got excellent low-traffic roads and flat to gently rolling terrain. We're planning a 27 mile ride with a short refreshment stop midway. Depending on the number of riders and their preferences, we might also have an additional, shorter route.

Further details and updates, along with a map leading you to the Tipp City Park, will be available on the internet at:

www.infinet.com/~otown/BMHA.htm

If you're interested in coming, we'll E-mail you (or just-plain-mail you) all the details and directions.

Drop me a line at: otown@infinet.com

or.... Jim Gumbert, NC8Y

419 S. Third St.

Tipp City, OH 45371-1727.

Volunteer Hams Needed

The National Bicycle Greenway-2000 (NBG-2000) is a group that is planning a mass bike ride across the USA in the summer of 2000. Thousands of riders will start in various cities and all wind up together in Washington DC. More info: www.bikeroute.com. Bike-mobile hams with HF and/or VHF capability are needed to provide communication between the various groups of riders. To get hamming and volunteer details, contact BMHA member Hank Burroughs, N7LVK, at hburros@teleport.com.

Riders Needed

These tours are produced and led by BMHA members Steve, N1XAV, and Mimi, N1VOT, Bell of Norway, Maine., under the firm name of Can-Am Wheelers.

Lighthouse Tour, July 17-23

Explore the dramatic coast, unspoiled fishing villages, and friendly people of Nova Scotia.

Moosa Tour, July 25-31

Ride through the wilderness of Western Maine to Quebec, and then enjoy the ambiance, fine restaurants of this fine old Canadian city.

For full information on both these tours:

Phone: 207-743-9018

E-mail: moosa@megalink.net

Web site: www.megalink.net/~moosa

Trans-USA Team Needs Riders!

The "Ride Across America" 70+ team will be changing to 80+ and will again ride RAAM in 2003. (This means that the four cyclists who were over 70 when they set a cross-America record in July '98—See page 1 of BMHA Newsletter, Oct. '98—will form a team of 80-years-or-older riders and go for another record in 2003! —Ed.) If you can imagine being a member of this team and if you want to start training now or a year from now, then please contact me:

Joe J. Walker, KP6ORA

Fax: 818-755-1366

E-mail: JJWFPMC@aol.com

(Joe was the organizer and a team rider in the unbelievable effort that those four guys put together in '98. —Ed.)

EDITOR'S NOTEPAD

BMHA Has New Web Site!

As mentioned in the last issue, BMHA was moved off the first page of the RAGBRAI web site to a less prominent location. Skip LaFetra, AA6WK, has jumped right in and provided a new, much more prominent, web site. Connect to www.lafetra.com/bmha/ and you'll see our new setup on the web. As of yet, not many changes and/or updates have been made, but a new look is coming up. Check it out!

In the meantime, Skip is seeking members for the BMHA Website Committee, and also suggestions that you might have for the content of the web site. Contact him at lafetra@ricochet.net.

We want to thank Chris Charron, KOPE, for all his efforts. About five years ago he volunteered to create a BMHA web site and somehow he managed to get it a position on the first page of the well-known RAGBRAI web site. As a result, in the ensuing years we gained a lot of good publicity, along with many new members. Thanks millions, Chris!

Worthy Web Sites

Speaking of web sites, here are some other bicycle web sites that I think are well worth a connect:

John Allen, AA1EP. www.bikexpert.com/users/jsallen/

John's web site is loaded with all kinds of information. Here are some of the areas covered: *Bicycle information; Consulting for attorneys in bicycle accident cases; Music; German translating;* and to top it off he has a wonderful area called *Buy My 78 RPM Records, Please!* in which he list hundreds of operatic and symphonic recordings. Also check out his *Resume*.

British National Cycle Network. www.sustrans.org.uk

This Web site opens with this wonderful quote from H. G. Wells: "When I see an adult on a bicycle, I have faith in the future of the human race." H. G. was our kind of guy!

Sustrans, which stand for Sustainable transport, is a group that is promoting a 6,500-mile National Cycle Network for the United Kingdom which will link schools, houses, shops, and workplaces with each other and with the countryside. The plan is for those 6,500 miles to pass within two miles of 20 million people in the UK. This site will impress you with the thoroughness of the planning that has gone into this project. It's not just routes for cyclists but also paths for walkers and wheelchair people. Very readable maps of existing routes and planned routes. As a bike rider you'll be impressed.

Scott Farrell, KE4WMF. <http://members.aol.com/ke4wmf>

Scott writes: "Sorry. I can't get to the '99 Dayton HamVention this year. My wife and I will be in the middle of a major move from Cape Cod, MA, to El Paso, TX. I really enjoyed showing my bike-mobile setup at the '98 Hamvention, and hope to see you all there in 2000. If you're interested in

see WEB on page 6

ANTENNAS

Allen's J-Pole Takes a Different Approach

A recent article in the Jan. '99 BMHA Newsletter, by Jim Varner, AE6N, describes a J-pole for the 2-meter band, made by sliding coax insulator braid over a glass fiber bicycle safety flag pole. Departing a bit from Jim's approach, I have built a J-pole by *taping* a wire to the safety-flag pole. It is a bit more aerodynamic, though tuning it is trickier.



Allen's J-Pole looks great on the back of his home-built tandem. His stoker is his 3 1/2-year-old son Jacob.

Parts and Materials

I used an ordinary 6-foot (183 cm) long, .250 inch (6.35 mm) diameter glass fiber safety flag pole (about \$5 at K-Mart) and #20 rubber-insulated zip cord pulled apart into single-conductor insulated strips. Rubber insulation is preferable to plastic insulation, which tends to hold kinks. The wrap is white vinyl electrical tape.

Achieve a neat wrap by adhering one end of a 25-inch (60 cm) length of tape to a doorknob to tension the tape while rolling it up on the flagpole. Keep the wire parallel to the flagpole to achieve a teardrop-shaped aerodynamic profile with the antenna wire at the trailing edge. It is possible to push the wire from side to side under the tape to correct the alignment.

Dimensions

I tuned the antenna at an unused repeater input frequency near 146.25 MHz, halfway between the 144.51 and 147.99 MHz frequency limits of 2 meter FM operation. The

SWR is below 1.2 over this entire range. The final dimensions for the tuned antenna are:

**Half-wave dipole section:*

34 1/8 inches (86.6 cm).

Start with the wire about an inch longer to permit tuning.

**Matching stub:* 15 1/16 in.

(38.2 cm). Since the stub requires two parallel conductors, you will need about 32 inches (81 cm) of wire, including a little extra to allow tuning.

**Bottom of matching section*

to feed point: 2 3/8 inches

(6.0 cm). Amateurs outside

North America will want to

increase these dimensions

by about 1%, since their

2-meter band centers at 145 MHz.

(Note: In this graphic the safety flag pole is omitted. The coax feedline runs down one side of the pole, and the bottom of the matching stub passes around the other side.)

Dipole
section

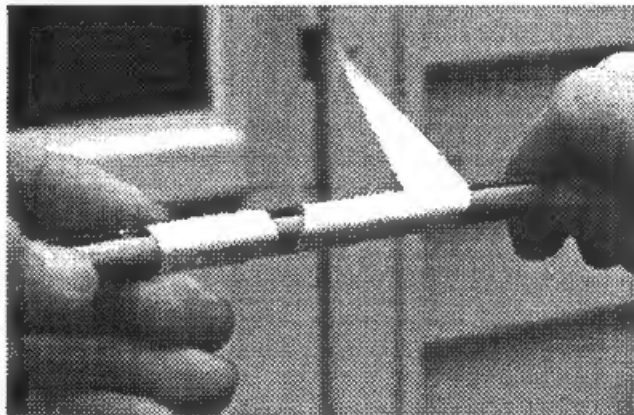
Matching
stub

Coax

Tuning and Wrapping

Do tune your J-pole, rather than simply using my measurements. The shortening effect of the flagpole and tape can vary somewhat. Start with each section a few percent long.

Since the tape affects the tuning, you must wrap each section of the antenna before tuning it. First, slip the flag off the flagpole and attach the dipole section with a few short, temporary pieces of tape, then wrap the dipole from end to end, except for an inch or so (3 cm) at the center, where you will have to get at the wire for tuning. If you will use a dip meter, you need only leave access to the lower end of the dipole for later connection of the matching stub.



Wrapping tape. One end of the tape is stuck to a doorknob to allow the use of both hands.

(Continued on next page)

But to use an SWR meter as I did, cut the dipole apart at the exposed access point in its middle. Solder a coax feed cable to each leg of the dipole and cover the inch of exposed wire at the bottom end of the dipole with a short wrap of tape. Test, unwrap and trim each end of the dipole, rewrap and test again until SWR is lowest at 146.25 MHz. Removing only 1/8 inch (3 mm) from each end of the dipole will raise the resonance by about 1 MHz, so work slowly and carefully.

You can also "lengthen" the antenna with tape! Wrap an extra layer of vinyl tape near the ends of the dipole to increase the capacitive loading. If you plan to use a flag, tune the dipole with the flag installed: it, too, increases the loading.

Final Touches

When the dipole is tuned, remove the feedline, solder the center of the dipole back together and tape over it. Also solder one end of the matching stub to the bottom end of the dipole. Extend half of the matching stub wire's length down the flagpole, then pass it around the pole and extend the rest up the opposite side. Tape everything except for three inches at the bottom of the matching stub.

Remove the insulation at the feedpoint. Solder the feedline to the feedpoint, attaching the center conductor of the coaxial cable to the longer leg of the "J." Route the feedline down the pole opposite the side where the matching stub passes around the pole. Test for SWR again, trimming the bottom end of the matching stub 1/16 inch (1.5 mm) at a time, soldering its cut ends together and trying adjustments to the feed point height after each trim.

The matching stub makes it possible in theory to achieve a perfect 1.0 SWR at one frequency: the length of the stub adjusts mostly reactive impedance, and the feedpoint position adjusts mostly resistive impedance. In theory, a J-pole fed by an unbalanced coaxial cable should be equipped with a balun at the feedpoint. You could loop a few turns of the feed cable at the antenna end into a coil balun if you wish.

With careful tuning, this J-pole can perform satisfactorily in the 70-cm band, though with less favorable directivity. Extra tape near the ends of the dipole and top of the matching stub will increase capacitive loading at all three of the antenna's voltage maxima at 2 meters, but only three of the seven at 70 cm, bringing the 3rd harmonic into the needed frequency range.

For easy-on, easy-off mounting, remove the steel plate mounting plate from the bottom of the pole and flatten one end of a 1-foot length of 3/8 inch automotive brake line tubing to support the bottom of the flagpole. Two small worm-gear hose clamps will attach the tubing to the vertical strut of a bicycle's baggage rack. Sandpaper or file the bottom of the flagpole into a wedge shape to orient the antenna aerodynamically, with the dipole wire at the rear.

—John S Allen, AA1EP

7 University Park jsallen@bikexpri.com
Waltham, MA 02453

Q and A

(Q and A is a new feature. Send your questions to BMHA, POB 4009, Boulder CO 80306-4009, or E-mail to hartleyal@aol.com. Our board of experienced bike-mobes will try to provide helpful answers.)

Q: Dave Perry, N0IBT, of Boulder, CO writes: Fellow riders who are not hams have asked me about the radiation hazard from the 1/2-wave whip mounted on the back of my bike. The questions have me wondering. How safe is it to use a 2-M rig with a mounted whip, J-pole, etc. or a hand-held with a rubber duck antenna? Would it be advisable to limit power to less than 5 watts? How much less? Should one limit the length of transmissions?

A: The answer to the issue of safety for most bicycle mobile hams has been addressed in this FCC publication:

OET Bulletin Number 56 (Third Edition January 1989)

Questions and answers About the Biological Effects and Potential Hazards of Radiofrequency Radiation:

WHAT ABOUT PORTABLE RADIO TRANSMITTERS? IS THERE ANY RISK FROM EXPOSURE TO RF RADIATION FROM HAND-HELD WALKIE TALKIES, CELLULAR PHONES, VEHICLE MOUNTED ANTENNAS, OR CORDLESS PHONES?

"...In general, there is no evidence that there is any safety hazard associated with RF exposure from vehicle-mounted antennas.

Hand-held portable radios such as walkie-talkies and cellular radios are generally low-powered devices used to transmit and receive messages over relatively short distances. Because of the low power levels used (usually only a few watts or less) these radios would normally not be considered as possible sources of hazardous exposure to RF fields..."

Amateur radio operators are subject to federal regulations for a maximum permissible exposure of RF radiation to people. If you are running a high powered mobile on your bicycle it is possible to exceed these limits. Unfortunately, determining if you are or aren't in compliance is complicated by confusing rules and technical difficulties in computing or measuring the actual values. There is also considerable ongoing debate as to what the health effects are and at exactly what level of RF power does exposure actually become medically "dangerous". The present rules are extremely conservative in light of this uncertainty.

To meet the letter of the law, you should refrain from using high power while using most bicycle mounted antennas. Five watts would certainly be safe. After considerable research I personally feel that even 100W isn't dangerous (as long as nobody actually touches the antenna), but you and you alone are responsible for compliance with the law!

—Russell Dwarshuis, KB8U, Ann Arbor, MI
E-mail: rjd@merit.edu

NEW MEMBERS

We're pleased to add these names to our membership list:

Joe Amicarella, W7IZE, 3032 Evergreen Dr, Seaside OR 97138
R. Neil Brock, KD4UMQ, 326 Godbey Rd, Mocksville NC 27028
Denise Burstein, KB3ANO, 770 Lingo Dr, Warminster PA 18974
Chris Beeuwkes, WA1YRO, RR2 Box 840, Mercer ME 04957
Stephen Cartwright, N8RKB, 3118 Palm Dr, Dayton OH 45449
Joseph Galloway, KC0EKD, 3622 Davison Rd, Des Moines IA 50310
Carson Galloway, " " "

Ken Hodor, KF6THJ, 1625 Nightingale Av, Sunnyvale CA 94087
Patricia Kovacs, KC8HIH, 527 Haversham Dr, Gahanna OH 43230
John Phillips, N8ZGT, 4654 Burkhardt Av #K, Dayton OH 45431
David Slawson, N2VRC, 258 Wyoming Av, Washington NJ 07882
Kathy Slawson, W2KAT, " " "
Quinton Smith, KF6FDI, 1172 W McKinley Av, Sunnyvale CA 94086

With traditional ham friendliness, make contact with these new members, welcome them to BMHA, and help them with any problems they might have.

REMINDERS

Back Issues Still Available

The 34 back issues of this newsletter are a treasure trove of information about the sport of combining biking with ham radio—information that is hardly ever available anywhere else. For instance, there are 17 articles on antennas that you could use on your bike, 24 writings on bike trips that our members have taken, and numerous articles on bike/ham gear and how to set up your bike for ham radio.

You may purchase any of the 34 back issues of the BMHA Newsletter for \$1.50 each, postpaid. For info on the contents of the various issues send a business-size SASE to: BMHA, POB 4009, Boulder CO 80306-4009, and ask for the Index of Back Issues. This service available to members only.

If you tell us your bike tour plans we'll publish them in the Newsletter and help make it possible for you to meet fellow BMHAers in person or on radio as you pedal along. Just send in your route and the dates.

For Sale

Do you have bicycle-mobile-related radio equipment for sale? Send in a description and we'll run it on these pages. Limit of 20 words, plus your name, address, phone. For members only.

Here's a quick, slick way to tell potential members about BMHA: have them connect with our website at:
<http://www.lafetra.com/bmha/>

BMHA NEWSLETTER

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We welcome articles, suggestions, letters, announcements, photos, artwork — anything pertaining to the combining of bicycling with amateur radio.

The BMHA is affiliated with Adventure Cycling Assoc., League of American Bicyclists, and Worldradio.

Phone: 303-494-6559 E-mail: hartleyal@aol.com

BICYCLE MOBILE HAMS OF AMERICA (BMHA)

Box 4009, Boulder, CO 80306-4009

Web site: www.lafetra.com/bmha/



ABOUT BMHA

For the information of our first-time readers

Bicycle Mobile Hams of America got its start when a 'Stray' in the June '89 QST magazine asked to "get in touch with hams who operate their radios while bicycle-mobile", signed by Hartley Alley, NA0A. Twenty five hams responded, filled out questionnaires, and received a summary of the collected data.

In April of '90 we had our first BMHA Forum at the Dayton HamVention. We played to a packed house, overflowed the room, and added 54 names to our mailing list. Our eight subsequent forums have drawn increasingly larger audiences, and now BMHA is firmly established as a 'regular' at this world-renowned event.

This is the thirty-fifth issue of our quarterly newsletter, which has become the clearing house for the exchange of info and ideas for the hams who go on the air from their bicycles. Since the last issue of this newsletter we have added 13 new members. The total membership now stands at 470, with members in 46 states, and six countries. BMHA is affiliated with Adventure Cycling Association, the League of American Bicyclists (LAB), and Worldradio.

BMHA membership puts you in touch with a friendly and helpful group of bike-riding hams. You'll make contacts through our membership directory and E-mail address list, our HF net on 40 meters, annual meeting and Forum at the Dayton HamVention and other regional meetings, and of course through the BMHA Newsletter, which has articles on bike trips, antennas, other gear, operating tips, etc. Membership application blank on next to last page.

WEB from page 6

my bicycle mobile articles (both published in *CQ VHF*) visit my web site (*see above*). Follow the Ham Radio link and you'll see those articles as well as a couple of my bicycle mobile adventures. Hope you enjoy them." Thanks, Scott.

Members, take a look at these worthy web sites. If you have your own web site and it mentions bicycling and/or hamming, send the address of it to me at hartleyal@aol.com and we'll list it in the newsletter.

A Rather Obvious Solution

Recently a member (with a family membership) wrote us a rather irate letter in which she complained that we were sexist because we sent a BMHA Newsletter addressed to her husband but not to her. Here's an explanation of the problem: Years ago we used to send separate, duplicate newsletters to both parties of a family membership. We stopped that, after receiving complaints that we were wasting money—after all, they told us, two people could easily share one newsletter! On the Jan. '99 mailing, for instance, we saved \$32 by not sending duplicates to the forty family memberships. (This is counting printing, postage and envelopes.)

As you family members may have noticed, we now usually alternate sending one mailing to the female member and the next mailing to the male. We calculate that this policy has saved BMHA \$600 in the last five years. Nuff sed!

A Book You Should Read!

I started serious cycling more than 35 years ago and, typically, at that time I started collecting books about cycling. I go way back, the first book that I bought, and loved, was the first edition of *Anybody's Bike Book*. Over the years my collection of books on touring, bike repairs, etc. has grown to over 40. (At this point I should brag a bit tell you that one of books in my collection is the book titled *Colorado Cycling Guide* co-written by my wife Jean and me, published in 1990 by Pruett Press—now, sadly, out of print.) After digesting that many books, I, quite naturally, had grown to feel that I've "seen it all" as far as bike books go.

But no!

In our local library I just discovered a bike book that really takes my attention. The book is called *Urban Bikers' Tricks and Tips—Low-Tech and No-Tech Ways to Find, Ride, & Keep a Bicycle*. Written by Dave Glowacz, published by Wordspace Press, Chicago, it tells you all you need to know about owning a bike and riding it in the city. It's loaded with hundreds of tips, each one illustrated with a picture or drawing.

Dave covers everything, from riding in big city traffic to how to lock your bike to keep it from ever being stolen—including: how to deal with conflicts with motorists or peds, how to cycle in bad weather, how to put your bike on a bus or subway, how to box your bike for air travel, and even what to do about a sore butt.

There's even a section on how to carry your bike up and down stairs, followed by, get this, how to RIDE your bike up and down stairs!

If you're afraid to ride in traffic, or if you've been promising yourself that you would start commuting to work by bike, this is the book for you. If you don't find it in your book

store (\$15) or library, contact the publisher at wordspace@compuserve.com or 773-292-0932. I have no reason to plug this book other than to tell you it's great and I love it.

—Hartley Alley, NA0A, Editor

E-mail: hartleyal@aol.com

Dave Gerbig's Booklets on Sale at Dayton —or by Mail

The two booklets, written by Dave Gerbig, WB9MZL, are still available in the first printing. Titled *Tour Leader's Guidebook* and *Radio Operator's Guidebook*, they tell in detail (22 pages each) how ham operators can provide communication support for bicycle events. The two booklets work hand-in-hand: Ham radio is explained to the non-ham tour event leaders, and, in turn, the intricacies of a big cycling event are explained to the non-bike-riding ham radio operator. It is suggested that you order one of the first title for each of the non-ham leaders of your event, and one of the second titles for each of the ham volunteers. The price is \$2 each postpaid. You can pick them up at our Forum at HamVention or we can mail them to you. Send orders with check to:

BMHA, POB 4009, Boulder CO 80306-4009

Heard on the BMHA 40-meter CW net:

WA6DQW checked in from the Masonic Home in Union Center, CA. He's 97 years old. Says he doesn't think he should ride his bike anymore.

A Ham Radio First!

Speaking of CW, here's a note from Russ Dwarshuis, KB8U. (You'll remember Russ's article in the Jan. '99 issue on his handlebar-mounted key for operating CW while bike-mobile.)

Russ writes: "I think I can claim a Ham Radio First. On Nov. 1, 1998, 1802z, I had a successful 2-way, CW, QRP QSO with VE3JC, when we were both bicycle-mobile. The ham radio first was using morse code on both ends of the path while bicycling.

I was on 40 meters, 7040 kHz, riding around my neighborhood in Ann Arbor when I made contact with BMHA member John Cumming, VE3JC. John was cycling near his home in Delaware, ON, Canada. I figure we were about 140 miles apart.

About a half hour after our QSO we co-incidentally both moved to 15 meters and both worked VE7EYF near Vancouver, BC! Those contact were also made using morse code and about 5 watts power while bicycle-mobile." (Good going, Russ!)

Your Bicycle Flies for Free!

As a member of BMHA you get free transport of your bicycle, when you fly on Northwest Airlines. You save \$90 on a roundtrip flight. For details call Wild World of Travel, Missoula, MT 1-800-735-7109. Mention that you're a network member of Adventure Cycling.

BMHA Net.....Now on 40

Freq: 7.042 khz (Up 3, if QRM)

Time: 0200 UTC

Date: Every Wednesday (Tuesday evening in the US.)

Have you tried the new 40 meter weekly informal BMHA net? After several months trial of the 40 meter frequency, we would like to encourage the use of this band for the BMHA net. The informal CW and QRP power, much like what we use on our bikes, appears to be a little more to the roots of BMHA.

For those who have or are using the BMHA 20 meter net frequency, feel free to continue to meet there, however we would like to encourage a move to the 40 meter frequency. (BMHA Net has met 1st and 3rd Sunday, at 14.253, at 2000 UTC and four hours later at 0000 UTC.)

Full details of the 40 meter net announcement is in the Jul/Aug/Sep 1998 Newsletter. Jim Varner, AE6N, will monitor and call CQ BMHA at regular intervals on 7042 khz at 0200 UTC for 45 minutes. I, Mike Nickolaus, NF0N, will call on those times when Jim is away from his QTH.

I would like to stress that this is not a formal cw net but rather it should be considered a "calling frequency", where you can meet other members. Although Jim and I may call CQ BMHA during the official time, we encourage anyone to meet on 7042 at any time. Bicycle mobiles are encouraged to use the frequency to call other BMHA'ers.

I hope to meet you on 40. Listen for my peanut whistle!

—Mike Nickolaus, NF0N

316 E. 32nd St.

E-mail: menicko@avalon.net

South Sioux City, NE 68776

FISTS—A Legendary CW Club

For those interested in CW operating, I would like to share some info on an international group whose mission is to promote and preserve CW operation on the Amateur HF bands. The International Morse Preservation Society's FISTS CW Club totals over 5,000 members worldwide and hosts an array of activities and services for the Amateur CW community.

The best source for info on FISTS is on the club website at <www.fists.org>. Snail mail info is available from Joe, K5HLR, 29 Melrose Drive, Marrero, LA, 70072.

Of particular interest to BMHA members might be the FISTS calling freqs, which are monitored almost continuously and are available for the passing of emergency traffic or simply for ragchewing at any comfortable speed. The calling freqs are those ending in [.058]. For example, 7.058 and 14.058. A compact Qrp rig on either of these freqs could be of great use to those biking outside the coverage area of VHF/UHF repeaters.

The FISTS group also sponsors an international QSL bureau, an info packed newsletter, *The Keynote*, weekly slow-speed CW nets, contests, and an e-mail reflector site.

So, please check us out and consider joining in on the fun of CW operating. hpe cu on cw,

—Jim Cook, N5KY

609 Trading Post SE

E-mail: n5ky@arrl.net

Albuquerque, NM 87123

Membership Application

MemAPPL3.wps 3/14/98 /pc /newmem /pc /newHAM /NONham /news /Q's /root /welo /new

BICYCLE MOBILE HAMS OF AMERICA
Box 4009, Boulder, CO 80306

date _____

Individual \$10 _____ new member? _____ renewal? _____
(US or Canada)

Family \$15 _____ Foreign \$15 _____ Donation \$ _____
(limit: two persons)

Make check payable to BMHA, in US dollars or international money order.

Name _____ Call _____

Address _____ License Class _____

City _____ State _____ Zip _____

Age _____ Most miles bicycled in one day _____

BMHA's Official Logo

The next time you need to order new QSL cards, don't forget to include the BMHA logo in your design. Here's the official logo, as designed by Russ Dwarshuis, KB8U.

BICYCLE MOBILE



HAMS OF AMERICA

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BMHA NEWSLETTER

Bicycle Mobile Hams of America
PO Box 4009
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First Class Mail

COMMENTS

....I'm back to bike commuting to work. I quit my Lockheed job in August to take a job at Compaq, and now I have a nice locker room and my own storage space. The distance has increased. It was three miles to Lockheed. It's now 24 miles to Compaq. A great job, and a fun ride, too. This is going to whip me into shape for the '99 Century rides in no time at all.
—Phil Milazzo, KC6OEI, Marietta, GA

....Just a note to introduce myself: I ride on GOBA with my radio but haven't been active in GOBA's support effort. (Too many other things going on.) But I do ride RAGBRAI with Mike Nickolaus, NF0N, as a member of the support team "Mega Cycles". I have signed up to ride across the US with the National Bicycle Greenway Organization—NBG-2000. My guess is that about 2,000 riders will be passing through Boulder, Colorado on the 4th of July, 2000. (*Boulder is the QTH of your editor, NA0A.*) We'll all be heading for Washington DC to lobby for an national effort to provide bike trails between population centers.
—Mike Smith, KC8DKK, Mogadore OH

....I have something to crow about! I have left Missouri and moved to Florida permanently. Had an opportunity to live in much lower cost-of-living place and area, plus the much better weather and climate. My new place is smaller and lightning storms much more frequent than in Missouri, so I'll probably

give up HF and just do 6 meters from my truck and 2 meters from the bike. I am NOT erecting an outside permanent antenna ever again!
—Walt Breville, KB0ZLZ, Nalcrest, FL

....Sorry to read about the death of your new R-7000 antenna. (See page 1 of the Jan. '99 issue.) You should try my current antenna: a 40m dipole fed with 100' of open wire line. It has gain on 20-10, works on 30-17-12m and loads on 160 and 80m by connecting both feeders together tuned against the ground!
—Tom Warren, K3TW, Frankfurt, Germany

....I saw your club advertisement in World Radio, and would like a sample newsletter. I am a member of the Mount Vernon, VA, Amateur Radio Club and I'm always interested in the activities of other clubs. I have all types of ideas regarding what your club does. Is it two hams on a tandem bike operating QRP CW, with the front rider doing the steering and the rear rider hitting the keyer? I'll try to control my imagination until I receive the newsletter.
—Robert Raevis, KT4KS, Alexandria, VA

....I find this group's focus to be in a very interesting subject area. It makes a lot of sense to me to be able to communicate via radio while on the bike. I'm learning a lot, but I'd like to hear from the members on what's the best way to communicate on the year 2000 bicycle ride across the U.S---the one that's called the NBG-2000, the National Bikeway Greenery.
Ken Hodor, KF6THJ, Sunnyvale CA